Porte Asks That Liners Guide Flight In Attempt to Cross Atlantic By Air



In the following article by Lieumondsport, N. Y., putting the finishing touches on his machine, he an announcement of utimportance, one that may prove of vital aid in accomplishing the transoceanic flight. It was to do with the signals that all ships using the southern route in crossing the Atlantic are requested to display during the period in which the British naval officer expects to make his yight. It is asked that all shipmasters carefully note the third system of signals as set forth be- the effort will be represented-England,

By LIEUT. JOHN CYRIL PORTE, R. N. be begun until somewhere around the middle of July. I think it wise to follow the official announcement of my route in which it was said that I shall should be given from Cape Finistern ateer from St. John's, Newfounce and Ushant Lighthouse, respectively. Il ships crossing the Atlantic in either ing shipmasters as code of signals that shall enable me determine my position.

Through the kind and valuable cooperation of Capt. F. Creagh Osborne, superintendent of compassees of the British admiralty, who is to be present in person. I hope, when the flight assually begins, a code of signals has been worked out that should prove of much aid. Although it would seem a bit early to announce the code at this time. I believe it to be the part of wisdom to make the announcement now, so that the code can be thoroughly inderstood, and so that it will be as widely disseminated as possible both in this and the other side of the ocean, It is requested that ships keep a good it is requ rection on the southern route employ code of signals that shall enable me time. I believe it to be the part of wisdom to make the announcement now,
so that the code can be thoroughly
understood, and so that it will be as
widely disseminated as possible both
on this and the other side of the ocean.
It is requested that ships keep a good
lookout for the machine and that after
the press has announced the approxinate date of the flight the ignals be
kept standing on those vessels which
nappen to be near the projected route
from Newfoundland to Fiores, in the
Azores.

and the English coast.

I purpose to fly at below an elevation of 500 feet all the way, and at an
average speed of sixty miles per hour.
Wireless signals from Cape Race and
the Azores will give exact Greenwich
meridian time of starting from St
John's. It is especially requested that

lt is important for me to announce that I shall carry no wireless on the ying boat. The reason for this is that it is impossible for me to spare the weight. It has been necessary to shave off every ounce of superfluous weight, even to scooping out the woodwork and akeletonising the steel supports. Should it be necessary for me to signal—and I apprehend that such a necessity would be contingent only upon my becoming distressed—I shall use smoke bombs by day and rockets throwing red stars by night.

Code For Ship Signals.

I shall be flying low enough to be able to read the ship signals which, it is asked, be displayed on the foremast or mainmast as indicated. Here is the code that I request be followed:

All ships on the north side of the direct course between St. John's and Flores will display these signals on foremast to indicate their distance from the track on which I should be flying:

Ninety to sixty miles from flying track—Two square flags.

Thirty to no miles from flying track—Two square flags.

The per track and inclandescent globe fed from dry batteries over the cond mod the inclinometers and another cover the cincinneters and another cover the inclinometers and another cover the chart table. Over the chart table. Over the chart table. Over the chart table. Over the chart table over the chart table. Over the cha

will display these signals on mainmast: 9 0to 60 miles from Long track-Two square flags and one ball.

America, which supplies the boat and my assistant, and the personal flag of the patron of the adventure.

On the passage from the Axores to the coast of Spain and from there to Ushant magnetic bearings and distances should be given from Cape Finisterre In the event of the wireless not sending out reports of my arrival at my paper men are awaiting the trial flights, places of call within reasonable time, Many men interested in aviation have shipmasters are requested to keep a written asking for accommodations so sharp lookout for my craft and the that they may be present to see how smoke bomb and rocket signals. But the craft behaves when put under actual I hope and believe that I shall not retests.

ones, and in this connection I shall, From the Azores the route will be aid to the coast of Spain thence following the steamer track to Ushant Brooklyn, whose gyroscopic compasses have were him a high name. The inhave won him a high name. The instrument will becord my speed and my variation from the compass course. I have been asked as to what lights

I shall carry. When we are flying I John's. It is especially requested that these flashes be repeated as soon as consible by all ships carrying wireless have a small incandescent globe fed from dry batteries over the control of the contr

sixty to thirty miles from flying track—Two square flags.

Thirty to no miles from flying track—One square flag.

All ships on south side of the direct course between St. John's and Flores was attached last night, both the lower will display these signals on mainmast; 5 6to 60 miles from flying track—Two square flags and one ball.

50 to 30 miles from flying track—Two

Rodman Wanamaker's private of assembling will be finished. Tw yacht burgee. Thus each interest in four hours later we shall see how far our the effort will be represented—England, to which sountry I owe allegiance:

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> Porte's Bearing Shows Confidence of Success

HAMMONDSPORT, June 19 .- The news of the construction of the trans-oceanic flyer has brought many visitors to this little village, and a dozen news-

Will Bid Chaplain Adieu. Friends of Father Ignatius Fealy, ormer assistant rector of St. Joseph's former assistant rector of St. Joseph S. recently made chaplain in the United State Army, will go in a body Sunday might to Union Station to bid him farewell. Chaplain Fealy is leaving for Honolulu to take up his duties at the

AND SORE FEET

for puffed-up, burning, sweaty, calloused feet and corns.



acquare flags and one ball.

50 to 30 miles from flying track—Two square flags.

30 to 0 miles from flying track—One square flags.

30 to 0 miles from flying track—One square flags.

If 1 am at a loss to understand the sign of descend to the surface. In this event it is requested that the magnetic bearings of Flores, in commercial code, be holsted to the foremast and the distance in miles from the same place be signaled from one of the other masts.

Will Eliminate Flags.

During the flight I shall use no flags, but if the expedition promises to be successful before alighting I plan to fly three flag from the engine struts. One will be the American ensign, one will be taken down to the trial fleid alongside the lake and there the work and the lake and there the work and some place in the shop will be taken down to the trial fleid alongside the lake and there the work and some place and bunions.

The radiators have not yet reached the ships, but they should be here to day. And I look for the completion of the control by tomorrow evening. This is a work of delicacy, as from the engine struts.

One will be the American ensign, one will be taken down to the trial fleid alongside the lake and there the work alongs the taken down to the trial fleid alongside the lake and there the work along the movement of the completed in the shop will be taken down to the trial fleid alongside the lake and there the work alongside the lake and there the work along the structure of the structure.

The engines Vibration Proof.

Engines Vibration Proof.

The engines Vibration proof against with the open saway from the leather of your

and O. Surgeons Favorably Receive Dr. Rucker's Idea for U. S. Mental and Physical Tests.

Service by legislation, to examine the physical and mental conditions of all were enthusiastically received by the physicians assembled at the Raleigh Hotel, in session at the twentyfifth annual meeting of the Baltimore and Ohlo Association of Railway Spr After delivering as address on

tation" Dr. W. C. Rucker, assistant surgeon general of the Public Health Service, outlined a plan whereby all employes of common carriers could be examined by a service board establish-

examined by a service board established by Congress.

Dr. Rucker pointed out the advantages of such examinations as being in the nature of an insurance to the railroad companies and to the public of the various States. It would relieve the railroads of a great deal of work and establish a uniform basis of examination.

"Employes could be examined men tally and physically and licenses issue to the employes. In the event of wrecks employes could be immediately re-examined to determine their condi-tion," said Dr. Rucker. "If the board is created it will be largely through the efforts of the railway surgeons"

ore detailed information as to allesses in the \$250,000 allenation of affects, suit of Mrs. Helen Clerg Winters, and will be held.

Southern Railway surgeona."

Dr. Roy C. Heffebower, a former Western High School student and former resident of Washington, at present located in Cincinnati, Ohio, spoke on "The Effect of Ultra-Violet Light Upon the Eyes." Other speakers and those entering into the discussions following the reading of the papers were: Dr. Irving J. Spear, of Baltimore, Dr. John F. Gordon, of Chicago, and Dr. J. W. Bowling, of Baltimore. The delegation attending the convention left on a trip to Mt. Vernon after lunch and will return for a supper and dance at the Raieigh tonight. Tomorrow more papers will be read before the assembly and an election of officera will be held.

Southern Railway Surgeons.

More detailed information as to allegations in the \$250,000 allenation of affections, suit of Mrs. Helen Clegg Winters, of Dayton, Ohlo, against Mrs. Susan Huffman Darft, of Washington and Dayton, is given in a bill of particulars filed in the District Supreme Court.

Mrs. Winters alleged in her original petition that Mrs. Darst robbed ner of the affections of her husband, Valentine Winters. On motion of counsel for the defendant the court directed that dates and places of the associations of Mrs. Darst and Mr. Winters be set forth. The following was filed:

Dayton, Ohlo, between July 15, 1906, and December 15, 1908; El Paso and Sen Antonio, Tex., between January 15 and February 1, 1907; Washington, D. C., December 25 to 28, 1907; aboard steamer on way to France, January 29 and March 15, 1908; Kansas City, Mo., May 28, 1908 and June 1, 1908; Manchester, Vt., and New York city, July 15, 1906 and September 3, 1905; Saranac Lake, N. Y., July 3 and 4, 1909; New York city, February 25, to March 19, 1910; aboard steamer to Belgium, March 19 to April 10, 1919; Neutilly-sur-Seine, a fashionable steamer to Belgium, March 19 to April 10, 1919; Neutilly-sur-Seine, a fashionable steamer to Belgium, March 19 to April 10, 1919; Neutilly-sur-Seine, a fashionable suburb of Paris, September 33, 1912; traveling in France, Italy, Algiers, Germany, Bwitzerland and Belgium, September 24, 1912, to February 20, 1913; Paris, March 6 to 13, 1913.

Veteran Collector Ouits. resignation to Secretary of the Treasury McAdoo. An immediate acceptance will be forwarded, to become effective upon the qualification of Mr. Ames' successor.

Don't Fail to Visit the



Veteran Collector Quits.

Old British Convict Ship Success Now in Washington, en route to San Francisco, where she will be a feature of the great Panama Exposition.

THIS WONDERFUL VESSEL HAS MADE HISTORY.

In 1780, the Convict Ship "Success" was tuilt of solid Burmah Teak, at Moulmain, British East India, as an armed Bast Irdia merchantman. Purchased by the British government in 1892, she was converted into a floating convict prison, and became the Commodore ship of the Felon Fleet, being generally known as "The Coart Mail"

Ocan the Commodore ship of the Felon Fleet, being generally known as The Ocan Hell."

She is the oldest ship in the world and the only convict ship left affect of that dreadful fleet of hells which salled the Seven Seas in 1796 A. D. She is unchanged after all these years, nothing being omitted but her human freight and their sufferings from the cruelities and larbarities practiced upon them. Aboard her are now shown, in, their original state, all the airless dungeons and condemned cells, the whipping posts, the manucles, the branding irons, the punishment baffs, the leaden-tipped cat-o'-nine-tails, the coffin bath and other fiendshi inventions of man's brutality to his fellow men.

From keel to mast she cries aloud the greatest lesson the world has ever known in the history of human progress.

Now open to the public daily, Sunday included, 9 a. m. to 10 p. m.

7th Street Wharf



the city. My work is absolutely painless, and my prices very low, so don't wait for cooler weather if your teeth are troubling

My Parlors

are the largest and coolest in

Easy Payments Arranged If Desired My Patent Suction Teeth, \$5

Examination Free

Fillings in Gold, Silver, Platinum & 50c to \$1 Gold Crowns and **Bridge Work** \$3, \$4 and \$5

427-429 7th Street N. W.

Opp. Lansburgh & Bro. Over Grand Union Ten Co. Largest and

HEALTH LICENSE FOR Carranza Ignored, RAILROADERS URGED Villa Pushes Plans

Head of Rebel Army Still Speaks of Constitutionalist Leader as His Chief, But Actually Rules All Northern M exico, With Back-

ing of His Troops.

EL PASO, Tex., June 19.—Though still refusing to dmit he has broken with Gen. Venustiano Carranza, and insisting that Carranza is his "Jefe Supremo," Gen. Francisco Villa is going ahead with his own plans regardless of Carranza, according to dispatches today from Torreon.

Just how wide is the breach between the two leaders of the Mexican constitutionalists in the north, if a breach really exists, it is impossible to ascertain. One rumor was that Villa had served a definite ultimatum upon Carranza, heclaring his intention of taking absolute control of the constitutionalist army and using it as he sees fit.

This story is that Villa agreed to support Carranza's claims only so long as Carranza maintained a "hands off" policy so far as the army is concerned.

ARMY SUPPORTS VILLA.

According to reports, Villa resigned Saturday after refusing to go to Zacateeas with 5,000 troops and serve under de so by Carranza. Before Carranza could consider the resignation, Villa wired again declaring fourteen subordi-nate military leaders had signed an agreement not to accept any other leader than himself. This was followed

All reports reaching here indicate Villa has won every point in the contro-versy. The advance guard of his troops reached Calara yesterday, but there will be no general movement on Zacatecas until Villa and Gens. Felipe Ange-

the ground.

Friends of Villa at Torreon wired here today stating that Villa is taking his new power "with great modesty."

Peres Abren, chief of Carranza's information bureau here, who has been missing since Villa seized the rains of government, Tuesday night, has been located at Chihuahua City with fortymissing since Villa seized the rains of government, Tuesday night, has been located at Chihushus City with forty-seven other Carranza adherents.

Dr. Rupert Norton Dead.

BALTIMORE Md., June 19.-Dr. Ru-pert Norton, son of Charles Norton, Harvard professor, died this morning of typhoid fever at the Johns Hopkins Hospital, of which he was assistant superintendent. He recently married Miss ing. Acute indigestion is being the cause.

SWIMMER IS DEAD

Youth Who Plunged Into Ten Inches of Water Lives Only Few Hours.

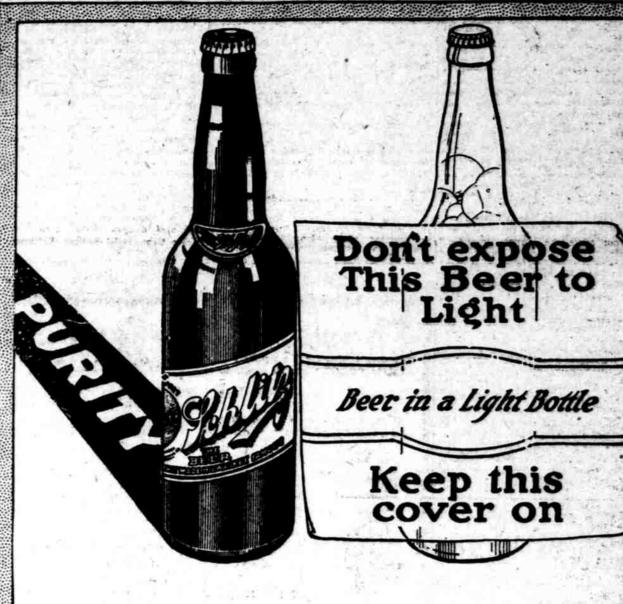
John Hanley, twenty-three, of 1223 Otis street northeast, who broke his neck diving from a pier at Chesapeake Beach yesterday, died at the Casualty resent at the young man's when the end came, were his parents

Mrs. Claussen Smears Ink Over Detective's Face

NEW YORK, June 19.—Mrs. Ida Von Claussen smeared a detective's face with ink, stormed about "injustice." and said she would complain to the British ambassador when she was measured and "finger-printed" at police headquarters. She was being taken to Blackwell's Island to serve six months for writing a threatening letter to Charles 3. Strauss, president of the board of water supply.

Prisoner Drops Dead at

Work in District Jail



Why Risk Decay?

Pure beer is food.

Light starts decay even in pure beer.

Any beer in a light bottle is exposed to danger of impurity.

Why should you risk this decay?

Why should any brewer ask you to?

Schlitz Brown Bottle keeps out light and protects the purity.

No skunky taste in Schlitz.

branded "Schlitz."

See that Crown is

